

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently Amended) A material handling vehicle, comprising:

an operator compartment including a floor;

a steering mechanism accessible to an operator standing in both of a fore vehicle direction and an aft vehicle direction;

a fore operator control handle for selecting a direction and a speed of travel, the fore control handle being mounted at a first end of the operator compartment and configured for operation in the fore vehicle direction;

an aft operator control handle for selecting a direction and a speed of travel, the aft operator control handle comprising a twist grip handle mounted to a second end of the compartment and configured for operation in the aft vehicle direction;

a floor switch mounted to the floor in a position accessible by an operator using the fore control handle and the aft control handle, and

a traction system controlled by the fore and aft operator control handles to drive the material handling vehicle in a selected direction, wherein the steering mechanism is mounted to be accessible to an operator facing the first end of the operator compartment and controlling the fore operator control handle and to an operator facing the second end of the compartment and controlling the aft operator control handle, and the foot switch is selectively activatable to enable operation from both the fore operator control handle and the aft operator control handle.

2. (Previously Presented) The material handling vehicle as defined in claim 1, wherein the fore operator control handle is a multi-function control handle.

3. (Previously Presented) The material handling vehicle as defined in claim 1, wherein the aft operator control handle includes a smooth outer grip.

4. (Original) The material handling vehicle as defined in claim 3, wherein the smooth outer grip is a thermoplastic.

5. (Original) The material handling vehicle as defined in claim 1, wherein the second handle includes recessed grooves.

6. (Cancelled)

7. (Previously Presented) The material handling vehicle as defined in claim 1, wherein the aft operator control handle is mounted at an angle as referenced to the side of the compartment selected to be substantially perpendicular of the arm of the operator when operating the control.

8. (Previously Presented) The material handling vehicle as defined in claim 1, wherein the steering mechanism is a steering wheel mounted to the compartment to allow an

operator to rotate the steering wheel when using either the fore operator control handle or the aft operator control handle.

9. (Previously Presented) The material handling vehicle as defined in claim 1, wherein the aft operator control handle is mounted to the compartment a distance from the floor selected to provide a comfortable grip for users of varying heights.

10. (Original) The material handling vehicle as defined in claim 9 wherein the distance from the floor is substantially thirty-eight inches.

11. (Previously Presented) The material handling vehicle as defined in claim 1, wherein the aft operator control handle includes a horn actuator for activating a horn.

12. (Currently Amended) An operator compartment for a material handling vehicle comprising:

a first control handle mounted for access by an operator facing a first direction;

a second control handle mounted for access by an operator facing a second direction, the second control handle being mounted to be a distance from a floor of the compartment and at an angle referenced to a side of the compartment selected to be perpendicular to the arm of the operator while in use;

a floor switch positioned on a floor of the compartment in a location selected to be accessible by an operator using ~~either~~ the first control handle ~~or~~ and the second control handle to enable operation from both the first and second control handles; and

a steering wheel positioned in the compartment in a location selected to be accessible by an operator facing the first direction and using the first control handle and to an operator facing the second direction and using the second control handle, wherein the first handle is rotational in the first direction for motion in a first vehicle direction and the second handle is rotatable in the second direction for motion in a second vehicle direction.

13. (Original) The material handling vehicle of claim 12, wherein the first and second vehicle directions are the fore and aft directions of the vehicle.

14. (Original) The material handling vehicle of claim 12 wherein the second control handle is substantially horizontal.

15. (Original) The material handling vehicle of claim 12 wherein the distance from a floor is substantially thirty-eight inches.

16. (Original) The material handling vehicle as defined in claim 12, wherein the first and second control handles are each rotational around a substantially horizontal axis.

17. (Original) The material handling vehicle as defined in claim 12, wherein each of the first and second control handles are rotational in the second and first directions,

respectively, to provide a control signal indicative of motion in the direction opposite the direction the operator is facing.

18. (Original) The material handling vehicle as defined in claim 12, wherein the second control handle is a twist grip handle.

19. (Original) The material handling vehicle as defined in claim 13, wherein the angle is substantially seventy degrees.

20. (Original) The material handling vehicle as defined in claim 13, wherein the second control handle comprises a horn actuator.

21. (Previously Presented) A lift truck, comprising:

a fork;

an operator station from which the operator drives the lift truck, the operator station being at least partially surrounded by an enclosure;

a fore operator control mounted for access on the enclosure, the fore ~~first~~ operator control being provided adjacent the fork and configured for an operator facing the fork to select a direction travel;

an aft operator control mounted for access on the enclosure, the aft operator control comprising a twist grip handle provided near an end of the compartment opposite the

forks and configured to be substantially perpendicular to the arm of the operator while controlling the aft handle to drive the lift truck in an aft direction;

a steering mechanism mounted for access on the enclosure, the steering mechanism being accessible by an operator to select a direction of motion while controlling the fore control handle and facing the fork and controlling the aft control handle and facing the end of the compartment opposite the fork; and

a traction system connected to at least one of the fore and aft control handles to receive the control signal indicative of a direction of travel.

22. (Original) The lift truck as defined in claim 21, wherein the aft control handle is mounted in the operator compartment for access during aft stance operation.

23. (Original) The lift truck as defined in claim 21, wherein the aft control handle includes a smooth outer coating.

24. (Original) The lift truck as defined in claim 21, wherein the aft control handle is mounted at a height selected to be comfortable for operators of varying heights.

25. (Original) The lift truck as defined in claim 21, wherein the aft operator control includes grooves for improving gripping.

26. (Original) The lift truck as defined in claim 21, wherein the twist grip operator control is positioned to provide stability to an operator facing the end of the lift truck opposite the fork.

27. (Original) The lift truck as defined in claim 21, wherein the twist grip operator control is rotational to provide movement in either of a fore or an aft direction of travel.

28. (Original) The lift truck as defined in claim 21, wherein the twist grip operator control includes a horn actuator for actuating a horn.

29. (New) A lift truck comprising:

an operator compartment including a fore control handle coupled to a fore end for operation in a fore direction and an aft control handle coupled to an aft end opposite the fore end for operation in an aft direction, each of the fore and aft control handles providing a speed and a direction signal; and

a controller receiving the speed and direction signals from each of the fore and the aft control handles, evaluating the control signals, and determining a direction and a speed of operation of the vehicle based on the speed and direction signals from both the fore and the aft control handles.

30. (New) The fork lift of claim 29, further comprising a steering mechanism and a floor switch mounted in a position accessible to an operator when controlling the fore

operator control handle and facing a fore end and to the operator when operating the aft operator control handle and facing an aft end, the floor switch selectively inhibiting and enabling operation of the vehicle from both the fore and the aft control handle.

31. (New) The fork lift of claim 29, wherein the fore and aft control handles each include a horizontally-extending rotational element for selecting a speed and direction of travel, and wherein the horizontally-extending rotational element is adapted to rotate in the direction faced by the operator to select travel in the direction faced by the operator while controlling each of the fore and aft control handles.

32. (New) The fork lift of claim 30, wherein the steering mechanism is mounted to the operator compartment in a positioned between the fore operator control handle and the aft operator control handle to allow the operator to control the fore operator control handle while facing a fore end of the vehicle and the aft operator control handle while facing the aft end of the vehicle.

33. (New) The fork lift of claim 29, further comprising a floor switch provided on the floor of the compartment, the floor switch being positioned to be accessible to an operator facing the fore and operating the fore operator control handle and facing the aft and operating the aft operator control handle, the floor switch being selectively activatable to inhibit and enable control of the vehicle from both of the fore and aft control handles.